

SUMTER RESORT FOR AIRMEN.

MESSRS MASON, VAN DEVENTER AND McKEOWN BUILD AN AEROPLANE.

Airmen From North Deere to Try Sumter's Desirability as an Experimental Station—Thought to Be a Fine Place for Practice Flights.

Sumter, along with many other places in this State, has several would-be aviators, but, different from them, it has now two amateur aviators, for Mr. Carl T. Mason and Mr. H. R. Van Deventer, with the assistance of Mr. S. C. McKeown, have already built one airship—not a dirigible or a fake one, but a regular aeroplane—which has been tested and found to come up to expectations and these gentlemen are now building another machine which is already almost completed, the second machine being of the average size of such craft, and will, probably be able to fly as well when completed as any other such craft.

The machinists are also contemplating a third machine which will be as near perfection as any machine can be made. All of the aeroplanes are biplanes and further tests will show what are their merits and demerits; the merits to be increased and the demerits to be corrected in the course of time, as the amateur aviators learn more of the machines and what to expect of them.

Mr. H. R. VanDeventer when asked about the aeroplanes that they were building said that very little about them could be given out for publication at the present time, as the machines were not fully completed and equipped yet, the first being only a model and the second being only in course of construction. There are several patents for various parts of the machine upon which he is now working and nothing could be told about these parts of the machines as it would invalidate the patents. He gave out the following letter which shows along what lines they are now working, and what are their ultimate aims in building the aircraft:

"Referring to your inquiry regarding our aeroplanes, would say we have recently constructed a machine of the biplane type having about 130 square feet supporting surface, and equipped with horizontal and vertical rudders. This machine has made some experimental glides. We are now preparing to launch the machine from a platform built over an automobile thus enabling the machine moving through the air at a velocity of 30 or 40 miles without the use of an engine. At this speed the machine will be capable of making a soaring flight similar to that of a buzzard which will enable the operator to work the various controls and thereby determine the stability of the machine.

We now have in process of construction a larger machine in which we will place an especially designed aeronautic engine, and with which power flight will be made. These interested are Carl T. Mason, under whose supervision the machines are being constructed, H. R. VanDeventer, who has charge of the patent work and certain parts of the development work, and S. C. McKeown who is assisting in the mechanical construction, etc. Several patent applications are now in process of preparation covering various features of the machine.

The writer has attended a recent aviation meet in Baltimore at which time some successful machines were inspected and compared with the one under construction.

The splendid climate and flat stretches of country around Sumter make it an ideal place at which to conduct aviation experiments and in addition to the machines in process of construction here negotiation is now progress with aviators in Washington, D. C., and New York who anticipate bringing their power machines to Sumter for experimental flights. In fact it is our hope that Sumter can be made the home of a company for the commercial production of flying machine apparatus.

The above is all the information that we care to give regarding our plans at the present time. We hope in the near future to be able to give some demonstration flights at which time I will be glad to advise you so that you can be present, and see for yourself just what is being accomplished in this line.

Yours very truly,
H. R. VanDeventer."

The experimental tests were made on Thanksgiving day and were considered successful. Mr. Carl T. Mason made the gliding tests and although twenty-seven ribs of the machine were broken in the first trial glide and Mr. Mason had his back scratched and his shoulder bruised, he went at it again and made several other glides before the machine was put up for the day. Later on when he has tried other glides and knows more of the art of flying and handling the machine, he will have it placed on the body of an automobile and glides of several hundred feet will be made from

the machine. As this is only a model for the other machine in course of construction, no engine will be put in it.

These gentlemen have been at work on the machine for four or five months, but as all of the work has been done out of the usual work hours and at odd times, mostly at night, progress has necessarily been very slow, and as the prime feature of the work has been to construct a stable machine, great care was taken in putting each part of the machine together. Hitherto the great fault with aircraft has been that they were not sufficiently stable to be safe. Everything possible is being done in the construction of the parts of the Sumter machines to make the machine stable. Another thing that tends to make the machine constructed here a success is that while investors and aviators, so far, with some brilliant exceptions, have proved themselves poor mechanics while their ideas of aviation are excellent, they were not able to make the two unite sufficiently to make their machine a perfect one. Here all of the gentlemen interested are fine practical mechanics of proven ability, Mr. Charles T. Mason has invented several devices for furthering the usefulness of the telephone, besides other successful devices. Mr. VanDeventer and Mr. McKeown are electrical engineers, the former being also a patent lawyer, and both being excellent draftsmen and mechanics. Mr. Carl T. Mason, who is supervising the construction of the machine is also a fine practical mechanic. The machine is his idea and he intends to be, not only Sumter's first aviator, but the first aviator of the South.

In speaking of the northern aviators coming down to Sumter to experiment with their machines, Mr. Charles T. Mason and Mr. H. R. VanDeventer both said that there was one chief objection to their coming: this was the lack of proper accommodations after they arrived here, there being no hotel here sufficiently up-to-date to give them the accommodations which they were accustomed to and which they would expect, should they be persuaded to make Sumter their winter quarters for practice flights.

Mr. Mason said that while he and Mr. VanDeventer were at the Hill-top aviation meet, several of the aviators from there seemed to take very great interest in what they told them about the climate and weather conditions here and that with a little persuasion he thought that they could be induced to make this their winter headquarters for practice flights and tests of their machines. He said that the flat country needed for the experiments was not to be secured easily in the north and that the weather conditions were such that frequently the cold wind was such that the aviators could not go out at all and some of them simply had to put up their machines during the whole winter, as they lacked the proper conditions under which practice flights were made. Here there was none of the cold to prevent the aviators' flight from being a success. The winds were very seldom strong enough to prevent a flight and were generally changing every day, there being no steady winds to prevent flights and tests, which was one thing hard to get and much desired. In addition to weather conditions another feature of this section to make a successful field for them was that there is a great deal of flat level country around here and flights could be made over the savannah any day without interfering with any one and no one would object to flights over their cotton fields or starts and flights from the fields, as in the winter time cotton would not be there to harm. As there are several machine and blacksmith shops here, where any part of the machine when broken could be repaired, there would be no objection on that score, as was the objection at other places at which experimental flights had been made.

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MURDER TRIAL AT LEXINGTON.

Men on Trial Contradict Each Other On The Stand.

Columbia, Nov. 30.—"John Wilson killed Paul Williams" said Garland Brown, colored, and on the contrary, "Garland Brown killed Williams and threw his body off the train," said John Wilson at the trial at Lexington today of Geo. Nichols, white, and Elijah Smith, colored, for the murder of young Paul Williams, rate clerk, from Columbia aboard the Hagenbeck-Wallace circus train. Dr. Derrick said he believed Williams was strangled as well as shot.

There were 1,569 bales of cotton sold on the local market last week. This is a falling off of about 1,000 bales from the week before. The price of cotton is again going up towards 15 cents, but until today it looked as if the farmers had already sold out all of their cotton, for very little came in during the past two weeks.

INTO NEW YORK.

SOUTHERN RAILWAY TRAINS RUN INTO NEW STATION.

Passengers From The South Pass Under Hudson River and Beneath The City to Reach The New Terminal of Pennsylvania Avenue.

New York, Nov. 27.—Rail transportation from the Southwest direct to the heart of New York City became a fact this morning when the Southern Railway's United States fast mail handling sleepers from New Orleans and Birmingham via Atlanta, rolled into the magnificent New York Passenger Station of the Pennsylvania through the Tunnels under the Hudson River, which were opened for traffic at midnight. Travel from New York direct to the South began when the southbound United States fast mail left ten minutes after midnight, being the first through train to leave the Station. During the day the other five through trains of the Southern to and from the South, "The New York, Atlanta and New Orleans Limited," "The Birmingham Special," operated between Birmingham and New York via Atlanta, "The Southern's Southeastern Limited" between Jacksonville and New York and also handling sleepers between New York, Aiken and Augusta, "The Memphis Special" between Memphis and New York via Chattanooga, Bristol and Lynchburg, "The New York, Chattanooga and New Orleans Limited," made their first arrivals at and departures from the New Station. This mammoth passenger station which covers twenty-eight acres and is the largest building in the world ever put up at one time, was put into operation under the handling of a force so well trained that everything was working as smoothly when the first train came in as if the terminal had been in use for months. The location of the station at the space enclosed by Seventh and Eighth Avenues and Thirty-first and Thirty-third Streets, enables passengers to alight from trains only a few blocks from their hotels, and by its use the Ferry trip from Jersey City which has been a part of travel to and from New York since the first trains were run from the South, goes into history. Passengers who wish to go direct to the downtown financial district can leave trains at Harrison, New Jersey and take cars through the Hudson Tubes, which will put them to lower Broadway in a few minutes. With the use of the new station of the Pennsylvania Railroad in New York comes the operation of only electrically lighted sleeping cars on the trains of the Southern, between the Southeast and New York. These sleeping cars that supply every convenience which modern ingenuity can supply, now take passengers from their homes in all important points throughout the Southeast to this great station, in the heart of the hotel, theatrical and shopping district of New York, with the corresponding service in the opposite direction. The magnitude of the great improvement which the opening of this new station and the Tunnel System puts into use and the extreme care which is being exercised for the protection of passengers is the fact that a private fire department of thirty men has been organized and placed in charge of a fire protecting plant installed at a great expense after the most careful study despite the fact that the station building and the material used in the tunnels are what would generally be considered absolutely fire-proof. During the day of the opening thousands of interested sightseers were enjoying their first opportunity to inspect the architectural beauties as well as the ample and excellent facilities of this great passenger terminal. The following named passengers are among the first to arrive at the new station in New York, on Southern Railway train No. 30:

Mr. Sela P. Masten, New York, Mr. S. O. Miller, New York, Miss S. Nobel, New York, Mr. J. W. Tomlinson, New York, Mr. W. W. Thrasher, Macon, Ga.; Mr. E. T. Woodside, Simpsonville, S. C.; Mr. A. W. Tada, Manager of Brooklyn and Trope of Japanese Performers, E. W. Pierce, Charlotte, N. C.; Mrs. M. Freeman, Coney Island; Mr. A. S. Raultt, Jr., New York; Mr. R. J. Bing, Brooklyn; Max Bloomberg, New York, H. N. Randolph, Atlanta, Ga.; Mr. and Mrs. J. D. Baker, Jacksonville, Fla.; J. D. Woodside, Greenville, S. C.; T. S. Park, Macon, Ga.; Rev. F. W. Elroy, Brooklyn, N. Y.

The commission, appointed to apportion the amount of indebtedness of Berkeley county between Orangeburg and Berkeley, as a result of a section of Berkeley county having been annexed to Orangeburg, has decided that Orangeburg must pay \$1,048.90.

"When your feet are wet and cold and your body chilled through and through from exposure, take a big dose of Chamberlain's Cough Remedy, bathe your feet in hot water before going to bed, and you are almost certain to ward off a severe cold. For sale by all dealers.

J. A. D. McCurdy and J. C. Meares have been engaged to give a series of exhibition flights with Curtis aeroplanes in Columbia next week, during the Corn Exposition.

"I had been troubled with constipation for two years and tried all of the best physicians in Bristol, Tenn., and they could do nothing for me," writes Thos. E. Williams, Middleboro, Ky. "Two packages of Chamberlain's Stomach and Liver Tablets cured me." For sale by all dealers.

J. R. Langford, a lumberman, of Brunson, Hampton county, was found dead in the woods near that town Tuesday night. Death was due to natural causes.

"Every family has need for a good, reliable liniment. For sprains, bruises, soreness of the muscles and rheumatic pains there is none better than Chamberlain's. Sold by all dealers.

ELKS MEMORIAL SERVICES.

Mournful Tribute of Affection to the Departed Dead of the Order Will Be Paid at the Academy of Music Next Sunday—Public Cordially Welcome.

The first Sunday in December of each year is designated and dedicated as a day on which shall be commemorated, by every Lodge of Elks, in sacred session, the memories of the departed brothers of the Order, and is known as Elks' Memorial Day. It is on this occasion that the beautiful fraternal tribute of affection and brotherly love is on the lips and in the hearts of every Elk in the world, and his head is bowed in grief for all absent members of the Order, and especially for the fellow members of his own lodge.

This will be the third year that Sumter Lodge has held these services, and the programme this year is the most attractive yet arranged. No special invitations will be issued, and it is the desire of the members of Sumter Lodge to have the public to feel entirely unrestrained in attending the services on their sacred day. The only restriction will be that the ushers will refuse to seat any persons after the curtain rises for the commencement of the services. Therefore, all who desire to attend are requested to be in their seats by 8 o'clock.

The absent brothers who will particularly be remembered by the members of the local lodge are: Altamont Moses, H. Frank Wilson, John M. Knight, V. T. Hofman, J. E. Gailard, E. F. Darby and M. D. Murray.

FROM WHISKEY TO ROBBERY.

Three Negroes Try to Buy Whiskey from Another Negro and Falling In That They Take It From Him.

The three negroes brought to Sumter on Saturday afternoon from Dallsell on the charge of robbery were sent back to that place today to be tried by Magistrate Gillis for robbery of whiskey from another negro, whose name is thought to be Spann. The negroes are named Eel Saxton, Ram Williams, and Jim Bracey.

It seems from what can be learned of the case that the three negroes on Saturday bought some whiskey from Spann which they drank with relish and seemingly enjoyed, for some time later in the day they went back to him and tried to buy some more whiskey from him. He refused to sell them the "fire water" and they had to go off unsatisfied. A little later on in the day they found Spann somewhere out by himself and they at once proceeded to get busy and get the whiskey from him without his consent, since they could not get it from him with his consent. When they left him he no longer possessed the whiskey but he was full of ideas and in his desire for revenge and justice he went to Magistrate Gillis and swore out warrants for the three robbers.

They were arrested and sent to Sumter Saturday afternoon to be held until a preliminary could be held. Today they were sent back for the preliminary and it is probable that when they come back tonight Spann will be sent with them, as evidence has been secured to convict him of selling whiskey.

"The quicker a cold is gotten rid of the less the danger from pneumonia and other serious diseases. Mr. B. W. L. Hall, of Waverly, Va., says: "I firmly believe Chamberlain's Cough Remedy to be absolutely the best preparation on the market for colds. I have recommended it to my friends and they all agree with me." For sale by all dealers.

Elsie Rushton, a white boy 11 years old, was killed in Aiken county Monday afternoon by Pat Williamson, a negro boy about the same age. The boys were scuffling over a gun. The negro has been arrested and committed to jail.

MONEY FOR OUR RIVERS.

Chief Engineer Recommends Appropriations for South Carolina Rivers and Harbors.

Washington, Nov. 28.—In the annual report of the chief of engineers of the war department, made public today, the following amounts for South Carolina are recommended as being worthy of expenditure for the fiscal year ending June 30, 1912: Mingo Creek, \$1,000; inland waterways between Charleston and Alligator Creek, \$41,000; Santee, Water and Congaree, for a 28-foot depth, \$100,000.

\$15,000 FOR THE WIDOW.

Greenville Jury Gives Large Verdict for Death of Engineer.

Columbia, Nov. 30.—Mrs. George Fonville, the widow of locomotive engineer W. F. Fonville who was killed on the Southern Railway at Duncan, a year ago, today got from a Greenville jury damages in the sum of \$15,000. The negro who opened the switch and caused the wreck is now serving a life sentence in the penitentiary.

THREE TO HANG IN FLORENCE.

SLAYERS OF ELIHU MOYE FOUND GUILTY OF MURDER AND SENTENCED TO HANG.

No Bill Returned Against Two of Five Suspected and Other Three Are Promptly Convicted.

Florence, Nov. 28.—For the murder of Elihu Moyer, Willie Burroughs, Ellie Weldon and Clarence Ham were convicted here today and sentenced to be hanged on Friday, December 16. The usual motion for a new trial was overruled.

Five negroes were under arrest charged with the killing of Elihu Moyer several weeks ago. Of the five the solicitor held three and had no bill returned in the case of Henry Jones and Senior Askins. The negroes on trial were Clarence Ham, long a trusted employe and friend of Mr. Moyer; Willie Burroughs and Ellie Weldon.

The court house and court yard were crowded long before the hour for trial by people from all over the county, who came to hear the case and see the negroes who had committed a crime that shocked the entire community.

Judge Brown's charge to the jury was brief, covering, as usual, the degrees in homicide cases, and on their duty to the country.

The solicitor wished to use Clarence Ham as a witness, so did not put him on trial with the other two. W. F. Clayton, E. S. Oliver and Claude Gasque were appointed by the court to represent the accused.

Clarence Ham was put on the stand first. He testified that he had met the other two and they told him that Mr. Moyer had gone to Timmonsville and that there was money in the house and that they must have it. He consented to watch in the road while they went to get it. He was to whistle in case any one approached and he did so when Mr. Moyer drove up later. Mr. Moyer went into the house and struck a match; the other negroes forced him to go up to the house. He heard one shot, then another then saw some one stagger out of the door. He grabbed the gun for his protection, but they led him away and offered him a drink and gave him \$3 and told him to say nothing about the affair. They offered him \$25 and pay his way to Florence if he would say nothing about the affair.

Several witnesses were examined in the case, generally in corroboration of the evidence given by Ham as to the connection of the trio with the killing, and their efforts to cover their tracks.

The jury was allowed to go unguarded.

There was practically no testimony for the defense and though the counsel for the accused earnestly worked to prevent injustice or prejudice affecting the case, the jury, without difficulty, found both Weldon and Burroughs guilty.

The trial of Clarence Ham was then entered into. He acknowledged his guilt and in response to the usual question by the solicitor said that any method of trial would suit him. He was promptly convicted.

Before the close of court shortly after 7 o'clock all three negroes were sentenced to hang on Friday, December 16.

Mr. Clayton, on behalf of his clients moved for a new trial on the ground that the evidence did not corroborate the confession of Clarence Ham and that the crowd and pressure of public opinion in the matter was an obstacle to unbiased opinion. Solicitor Wells replied that the jury was competent to judge the facts as presented and that there had not been the slightest success attendant on the efforts of the defense to disprove any of the statements and that the verdict ought to stand. Judge Brown complimented the crowd on its order and refused to grant the new trial.

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AN APPEAL FOR AID.

Pastor of Shiloh Baptist Church Asks White People for Assistance in Time of Need.

Editor The Sumter Item: Please let me say the following to the white people, through your columns: The Shiloh Baptist congregation, who for 35 years worshipped on Main street, in this city, sold their property some few months ago for \$7,005.00 and purchased a lot on corner Washington and Dingle Streets for \$3,500.00.

Thus it can be seen, that half of the money received from the sale of the lot on Main street was used to pay for the present site. We have succeeded, however, in building the walls of the new edifice to the proper height (except the front) and at present we are holding service in the basement of the new church, unsheltered, save by a sub-floor and tarpaper over that. As the winter will soon be on us, we are anxious to get the roof on, so we can worship through the winter, and not be disturbed by rains. The most of my congregation is made up of that class who cook, wash and groom, and do general house work, for which they do not get a large salary or wage.

We have strained that class to their fullest extent, in order to get the roof on the church before winter, but we find that we cannot make it, unless our white friends help us.

We have not worried the citizens with a lot of begging lists. Only Deacon R. Tisdale and myself solicited from a few friends when we first began.

Now I ask every white citizen of Sumter, or any city or town, who may chance to read this article, to please write me a letter of encouragement, and enclose a donation (large or small) to help us in this our struggle to put the roof on our church before winter.

As soon as the roof is put on, I will go North in the interest of the church.

Any amount given will be accepted, and highly appreciated. All of you should help us, for our people are your servants and you should be interested in your servants having a good and comfortable place to worship God.

We thank those who have already helped us, and ask them to help us again if possible.

Next week we will publish the list of names who have already helped us, and those who may help us from this appeal, unless they order their donations to be kept from publication.

Yours very earnestly,

J. A. Pinson, Pastor.
P. S. I am sick now from having worked so hard for the erection of the new building, and almost discouraged—please help me.
J. A. P.

GLASS COMPANY ENTERS SUIT.

Action Brought Individually Against Dispensary Commission.

Columbia, Nov. 28.—Today the members of the dispensary commission are advised that they will individually be sued by the Carolina Glass Company, of this city. Charged with "doing an illegal act," the members of the commission will be brought into the Courts by the Glass Company, on account of the action of the commission toward that concern in connection with the claim the Glass Company had against the old State dispensary and the subsequent wiping out of that claim and the rendering of an overjudgment by the commission. A few days ago the Glass Company presented its petition for a rehearing. A letter was addressed to the dispensary commission, informing the several members that, individually, they will be sued by the Glass Company. The amount involved was altogether \$51,000, but less than half of this is in the county dispensaries.

This suit brought against the members of the commission recalls the famous "Agricultural Hall" litigation in this State. That hall, owned by the State, was sold to interests represented by W. H. Lyles, who, it so happens, is attorney for the Glass Company, also. The payment was tendered in bonds, which the State of South Carolina had said could be used to pay debts to the State. The bonds were repudiated during the Administration of Governor Tillman, and the State refused to give up the old building. Then the interests represented by Mr. Lyles brought suit against the Governor and other individual State officials, who had a hand in the transaction. The result was the passage of an Act allowing the acceptance of the bonds and an additional \$10,000 for damages.

It is just such an undertaking that the officers of the Glass Company are now bringing against the individual members of the dispensary commission, the petition being presented to the Supreme Court today.

Magistrate Lee, of Eutawville, has been removed from office by Gov. Ansel on account of irregularities in connection with the collection of road taxes.